



## **Planning Technical Advisory Committee Meeting (PTAC)**

### **REGULAR MEETING AGENDA**

**May 19, 2004  
10:00 a.m.**

**South Florida Regional Transportation Authority  
Main Conference Room  
800 NW 33<sup>rd</sup> Street, Suite 100  
Pompano Beach, Florida 33064  
*[www.sfirta.fl.gov](http://www.sfirta.fl.gov)***

**PTAC MEETINGS ARE SCHEDULED BI-MONTHLY ON THE THIRD WEDNESDAY AT 10:00 A.M. FOR FURTHER INFORMATION CALL ELLA GILBERT AT (954) 788-7900. TIME OF MEETING IS SUBJECT TO CHANGE.**

#### **Members**

**Michael Williams, SFRTA  
Jose Mesa, Miami-Dade MPO  
Jennifer Schaufele, Broward MPO  
Randy Whitfield, Palm Beach MPO  
Ruby Hemingway-Adams, MDT  
Michael Ronskavitz, BCT  
Fred Stubbs, Palm Tran  
Gustavo Schmidt, FDOT, District IV  
Nancy Ziegler, FDOT, District IV  
Gary Donn, FDOT, District VI  
Carolyn Dekle, SFRPC  
Michael Busha, TCRPC**

---

**Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.**

---

**PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC) MEETING**  
**OF MAY 19, 2004**

The meeting will convene at 10:00 a.m., and will be held in the Main Conference Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, FL 33064.

**CALL TO ORDER**

**ROLL CALL**

**AGENDA APPROVAL** – Additions, Deletions, Revisions

**MATTERS BY THE PUBLIC** – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

<b>CONSENT AGENDA</b>
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – **MOTION TO APPROVE:**      Minutes of Planning Technical Advisory Committee Meeting of March 17, 2004

<b>REGULAR AGENDA</b>
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

<b>INFORMATION / PRESENTATION ITEMS</b>
Action not required, provided for information purposes only.

I1. – **INFORMATION:**    Regional Long Range Transportation Plan (RLRTP) Update

I2. – **INFORMATION:**    Florida East Coast Railroad Economic Impact Analysis

<b>MONTHLY REPORTS</b>
Action not required, provided for information purposes only.

OTHER BUSINESS

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Planning Department at 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the South Florida Regional Transportation Planning Technical Advisory Committee with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Committee are requested to complete an "Appearance Card" and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

**MINUTES  
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE MEETING  
MARCH 17, 2004**

---

The Planning Technical Advisory Committee (PTAC) meeting was held at 10:00 a.m. on Wednesday, March 17, 2004 in the South Florida Regional Transportation Authority Board Room, 800 NW 33<sup>rd</sup> Street, Suite 100, Pompano Beach, FL 33064.

**COMMITTEE MEMBERS PRESENT:**

Mr. Gary Donn, FDOT District VI  
Mr. Wilson Fernandez, Miami-Dade MPO - Alternate  
Ms. Ruby Hemingway-Adams, Miami-Dade Transit  
Mr. Terry Hess, TCRPC - Alternate  
Ms. Christina Miskis, SFRPC – Alternate  
Ms. Contondra Noye, Broward County Transit  
Ms. Jennifer Schaufele, Broward MPO  
Mr. Gustavo Schmidt, FDOT District IV  
Mr. Fred Stubbs, Palm Tran  
Mr. Randy Whitfield, Palm Beach MPO, PTAC Chair  
Mr. Michael Williams, SFRTA, PTAC Vice-Chair  
Ms. Nancy Ziegler, FDOT District IV

**COMMITTEE MEMBERS ABSENT:**

Mr. Michael Busha, TCRPC  
Ms. Carolyn Dekle, SFRPC  
Mr. Jose Mesa, Miami-Dade MPO

**ALSO PRESENT:**

Mr. Reed Everett-Lee, Carter Burgess  
Ms. Ella Gilbert, SFRTA  
~~Ms. Jennifer Hart, Herzog~~  
Ms. Teresa Moore, General Counsel, SFRTA  
Mr. Jonathan Roberson, SFRTA  
Mr. Lloyd Robinson, FDOT District IV  
Mr. Scott Seeburger, FDOT District IV  
Ms. Julia Trevarthen, SFRPC  
Mr. Jeff Weidner, FDOT District IV  
Ms. Marcia Williams, SFRTA  
Mr. Joseph Yesbeck, Carter Burgess

**CALL TO ORDER**

The Chair called the meeting to order at 10:02 A.M. The Chair requested a roll call by the Minutes Clerk.

**AGENDA APPROVAL** – Additions, Deletions, Revisions

**The Chair moved for approval and the motion was seconded by Ms. Miskis.**

**The Chair called for further discussion and/or opposition to the motion. Upon hearing none, The Chair declared the motion carried unanimously.**

**MATTERS BY THE PUBLIC** – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any PTAC Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – **MOTION TO APPROVE:** Minutes of Planning Technical Advisory Committee Meeting of January 21, 2004

C2 – **MOTION TO APPROVE:** Revised 2004 Planning Technical Advisory Committee Meeting Schedule

**Mr. Hess moved for approval and the motion was seconded by the Vice-Chair.**

**The Chair called for further discussion and/or opposition to the motion. Upon hearing none, The Chair declared the motion carried unanimously.**

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

There were no regular agenda items.

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

I-1. **INFORMATION:** Regional Long Range Transportation Plan (RLRTP) Update

PTAC Meeting  
March 17, 2004  
/MW

The Chair provided an update on the Palm Beach County Metropolitan Planning Organization (MPO) 2030 Long Range Transportation Plan (LRTP) Update.

The Chair stated that there would be a RL RTP meeting on the afternoon of March 17, 2004 where the MPOs would discuss the shared regional component of their 2030 LRTP update.

Ms. Hemingway-Adams entered the meeting at 10:06 A.M.

Mr. Fernandez stated that a Planning Technical Advisory Committee (PTAC) Sub-Committee was formed at the January 15, 2004 meeting to review and update the definition of regional projects. Mr. Fernandez indicated that he sent an email to all members of the Sub-Committee on March 02, 2004 requesting comments on the definition of regional projects, however comments from all members were not received in time for the Committee meeting. Some of the comments received recommended looking at main attractors and the facilities/corridors that are components of the Strategic Intermodal System (SIS). Mr. Fernandez added that he would like to present the comments in a format that the Committee could review. Mr. Fernandez stated that the Sub-Committee needed guidance on the development of the definition of regional projects and planning goals.

The Chair referred to the Regional Transportation Organization (RTO) Transit Development Plan (TDP) definition which defines regional projects as projects that cross county lines or connect directly to the SFRTA/Tri-Rail System as a starting point to define regional projects.

Ms. Schaufele stated that the South Florida Regional Transportation Authority (SFRTA) is still new and the definition of regional projects should be kept simple. The Broward County MPO is not opposed to using the Strategic Intermodal System (SIS) as a foundation for the definition of regional projects, however the definition needs to identify additional East/West corridors not included in the SIS. Ms. Schaufele expressed that corridors other than the I-95 should be identified in Broward County.

The Vice-Chair mentioned that the Sub-Committee should consider identifying regionally significant corridors for transportation using the same criteria that is currently used by the MPOs within their respective counties, then merge the identified corridors from the three (3) MPO's Long Range Transportation Plans (LRTP) to create the Regional Long Range Transportation Plan (RL RTP). The Vice-Chair further stated that by identifying the regional corridors then a definition can be developed if necessary.

Ms. Hemingway-Adams stated that a clear definition of regional projects is required.

Mr. Schmidt mentioned that the Sub-Committee should first define the criteria and then the regional corridor network. Mr. Schmidt inquired about the reasonableness of a regional corridor network that would address all concerns.

PTAC Meeting  
March 17, 2004  
/MW

The Chair stated that the old definition of regional projects does not cover all potentially important regional projects.

Mr. Fernandez suggested that the Sub-Committee include everything that was omitted from the SIS in the definition of regionally significant projects. Additionally, Mr. Fernandez stated that SFRTA can pursue funds for regional projects that may not be available to the three MPOs and transit agencies.

The Chair stated that the previously developed RTO TDP addressed regional transit projects and suggested the Sub-Committee examine regional highway projects.

Mr. Hess suggested that the Sub-Committee consider roads and transit corridors when reviewing the definition of regional projects.

Mr. Robinson from the Florida Department of Transportation (FDOT) District IV stated that the SIS provides \$80 million in funding per year for regional projects, however regions are required to formulate a plan for regional projects to meet eligibility requirements in the application process. Mr. Robinson mentioned that projects do not necessarily need to be transit related.

Ms. Schaufele suggested that the Sub-Committee adopt the SIS projects along with all other north/south/east/west corridors that are identified by the Sub-Committee. Ms. Schaufele stated concerns about the time frame of funding and implementing the SIS.

Ms. Miskis inquired about the strategic goals and objectives of the SIS and reinforced the need for a clear definition of regional projects.

Mr. Weidner from FDOT District IV informed the Committee that the SIS is designed to address the movement of people and goods, and the definition of regional projects may not meet the mobility needs of the region alone. Mr. Weidner mentioned that a small portion of the SIS is composed of regionally significant transit projects.

Mr. Robinson mentioned that it is not clear what policy makers in Tallahassee will do with the transit component of the SIS in its draft format.

The Chair suggested the Sub-Committee makes an additional attempt to define regional projects.

Ms. Hemingway-Adams suggested that once a definition of regional projects is established, a clause should be included to ensure that any additional regional projects are brought to the Committee for review.

The Chair stated that a flexible definition of regional projects is required.



The Vice-Chair mentioned that a transportation corridor may consist of highway and transit such as the I-95 corridor which also has the Tri-Rail system. Additional corridors could include the FEC, SR 7, and other north/south/east/west corridors. The Vice-Chair stated that he is unsure if there is a true definition of regional projects, and recommended the Sub-Committee to adopt the evaluation process used by the MPOs, i.e. identifying corridors based upon travel patterns throughout the tri-county region.

Mr. Schmidt mentioned that funds for regional projects will only come to South Florida from the SIS if regionally significant projects are identified in a plan format.

Mr. Stubbs stated that a broad definition of regional projects is required to include East/West transit and road needs within the three counties.

Ms. Noye stated that the Sub-Committee should review the SIS to define regional projects. Ms. Noye mentioned that regionally significant transportation project/corridor studies should not be separated by county.

Mr. Fernandez mentioned that the Sub-Committee could start formulating a list of proposed intermodal transit facilities and roadways. Once a list has been drafted, a map can be drawn to display all projects and presented at the next PTAC meeting for prioritization.

The Chair stated that the Palm Beach County MPO can bring their needs assessment report to the next meeting to assist in the development of the list of regional projects.

Mr. Fernandez asked for clarification of the definition of a regional network as determined by FDOT.

Mr. Robinson stated that the South Florida region will not have one RL RTP, and that we are the only region in Florida that is not developing a RL RTP. The RL RTP component for the 2030 Update will be an incremental approach instead.

The Chair stated that the Tampa Bay area approach to regional planning was a top down approach from regional to local in their LRTP plan formulation and the RL RTP Committee approach is from local to regional.

Mr. Schmidt recommended that suggestions from the Committee be incorporated in the regional component of the MPOs Regional Long Range Transportation Plan (RL RTP) 2030 updates.

Mr. Robinson mentioned that there is no government structure to oversee the RL RTP and informed the Committee that the three (3) MPOs need to oversee the plan. Mr. Robinson inquired as to how the RL RTP Committee would prioritize the projects once the definition of regional projects is defined.

The Chair stated that prioritizing the projects would be the next step.

PTAC Meeting  
March 17, 2004  
/MW



Mr. Fernandez reiterated that the Sub-Committee should look to transit rather than road when reviewing the definition of regional projects.

Ms. Schaufele stated that when looking at transit you should also be looking at roadways. Ms. Schaufele mentioned that the MPOs Long Range Transportation Plan (LRTP) review of roadway networks is similar and relevant to their goals.

The Chair stated that transit needs can be brought back to the Committee.

The Vice-Chair inquired if the RTO Transit Analysis Study is the document to lead the definition and identification of regional corridors.

Mr. Fernandez stated that the RTO Transit Analysis Study did not identify all program improvements.

Ms. Schaufele mentioned that the SFRTA and the three (3) MPOs have two sets of needs for prioritization. Once prioritized, these needs should be recommended for inclusion in the definition of regional projects to the Regional Long Range Transportation Plan (RLRTP) Committee.

**Mr. Schmidt moved a motion that Mr. Fernandez and the Sub-Committee provide a first draft of a regional corridor network at the next PTAC meeting in May. The motion was seconded by Ms. Schaufele.**

Mr. Fernandez stated that he would like to provide the first draft within a month to allow the Committee to make comments before the next PTAC meeting.

**The Chair called for further discussion and/or opposition to the motion. Upon hearing none, The Chair declared the motion carried unanimously.**

#### **I-2. PRESENTATION: Central Broward East-West Transit Analysis Update**

Mr. Seeburger of the Florida Department of Transportation (FDOT) District IV and Mr. Yesbeck of Carter Burgess made a presentation on the Central Broward East-West Transit Analysis.

Ms. Schaufele stated she has concerns over the increase in cost from \$160 million to \$370 million for alignment 1 since it was presented to the Broward Technical Coordinating Committee (BTCC).

Mr. Yesbeck stated that these increased costs are due to elevating Bus Rapid Transit (BRT) along Broward Boulevard. The updated BRT alignment option is now estimated to cost closer to one hundred and sixty million dollars (\$160) because it does not require an elevated right-of-way.

Ms. Hemingway-Adams inquired about the level of public involvement utilized towards this plan and if Alignment 1 had a general consensus.

Mr. Seeburger mentioned that several public workshops and meetings were held to get public input.

Mr. Yesbeck informed the Committee that there was a general consensus for Alignment 1, from the initial scoping meetings and the recent public meeting.

Ms. Noye inquired if the cost for BRT includes a ramp system for other buses to enter the system.

Mr. Seeburger replied negatively stating that if BRT is the chosen technology, FDOT will look at such access as part of further analysis based upon community request.

Ms. Hemingway-Adams asked if the segment along I-595 is a dedicated lane.

Mr. Seeburger stated that it was elevated.

Mr. Stubbs inquired if BRT is faster than Light Rail Transit (LRT) what would be the advantage of LRT if the travel time is not faster.

Mr. Everett-Lee stated that LRT requires additional travel time in comparison to BRT.

The Vice-Chair inquired as to the option of not elevating LRT along I-595 in the Central Broward East-West Transit Analysis Study.

Mr. Yesbeck replied that not elevating LRT along I-595 was not addressed due to the fact that there are too many on and off ramps and it was easier to operate an elevated system.

Ms. Noye requested an explanation of the City of Plantation's objection to LRT alignment.

Mr. Seeburger stated that the City of Plantation did not see LRT as being compatible with their City.

The Chair thanked Mr. Seeburger and Mr. Yesbeck for the presentation of the Central Broward East-West Transit Analysis.

### I-3. INFORMATION: Florida East Coast Railroad (FEC) Corridor Update

The Vice-Chair informed the Committee that the South Florida Regional Transportation Authority (SFRTA) has contacted Miami-Dade Transit (MDT) in an effort to coordinate a regional study of the Florida East Coast Railroad (FEC) Corridor. The Vice-Chair stated that Miami-Dade currently has a contract for the Northeast Corridor, which includes the FEC Corridor in Miami-Dade County. The Vice-Chair further informed the

Committee that negotiations are ongoing between MDT, the three Metropolitan Planning Organizations (MPOs) and the Florida Department of Transportation (FDOT) to identify ways to study the FEC Corridor from a regional perspective.

The Chair suggested the Vice-Chair provide an update of the Jupiter Alternative Analysis (AA) Study.

The Vice-Chair stated that the AA is examining premium transit options (BRT or commuter rail) for an alignment comprised of sixteen (16) miles from the City of West Palm Beach to the Town of Jupiter. It is envisioned that if a tri-county FEC AA proceeds, it will be combined with the Jupiter Corridor AA Study.

Mr. Fernandez stated that the FEC Corridor was discussed at the last Miami-Dade MPO meeting. Mr. Fernandez informed the Committee that the recommendation from the MPO meeting was to execute an existing MDT contract that has gone through the selection process and assign the contract to the Florida Department of Transportation (FDOT). FDOT would presumably then hire a consultant to assist with the remainder of the study of the FEC Corridor in Broward and Palm Beach Counties.

Mr. Robinson stated that FDOT is willing to participate in the FEC Corridor Study but a resolution is required from the SFRTA Board requesting assistance. Mr. Robinson stated that there is a need to look at the FEC Corridor in its entirety.

The Vice-Chair stated that there were several issues regarding the current MDT contract, and that SFRTA is still discussing how best to proceed with Miami-Dade.

The Chair asked if a recommendation should be made to the SFRTA Board to execute the MDT contract and assign the project to FDOT and then ask FDOT to get a consultant for the remainder of the FEC Corridor.

Ms. Hemingway-Adams asked if the Committee was asking for FDOT to take the lead on studying the FEC Corridor.

Ms. Schaufele replied affirmatively.

Ms. Ziegler stated that there are two issues to be addressed; the first issue is to find out if FDOT wants to study the whole corridor and obtain clarification on the MDT contract issue. The second issue is that a resolution is needed from the SFRTA supporting this tri-county study.

Ms. Hemingway-Adams stated concerns regarding voting today on a recommendation for FDOT to take the lead on the FEC Corridor until the MDT contract issues are resolved.

Mr. Fernandez stated that Miami-Dade MPO is trying to resolve the issues, and it is premature to endorse any recommendation at this time.

<b>MONTHLY REPORTS</b>
------------------------

Action not required, provided for information purposes only.
--

OTHER BUSINESS

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PTAC MEMBER COMMENTS

ADJOURNMENT

There being no further business to discuss, the Chair adjourned the meeting at 11:30 a.m.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING: MAY 19, 2004

INFORMATION ITEM REPORT

---

☒ Information Item      ☐ Presentation

REGIONAL LONG RANGE TRANSPORTATION PLAN COMMITTEE UPDATE

SUMMARY EXPLANATION AND BACKGROUND:

During redesignation of the individual metropolitan planning organizations by the Governor, the three South Florida Metropolitan Planning Organizations (MPOs) agreed to develop a Regional Long Range Transportation Plan (RLRTP). To accomplish this task, a committee was formed with representatives from the three MPOs, two Florida Department of Transportation (FDOT) districts, the Treasure Coast and South Florida Regional Planning Councils and the South Florida Regional Transportation Authority (SFRTA). This committee has been meeting on a regular basis every three weeks.

The initial discussions related to the approach to be taken in developing a regional plan. Since current emphasis and future directions vary among the three South Florida counties, it was agreed the approach would be a "bottom up" plan with each MPO developing a long range plan with local interests and emphasis providing guidance. A common element to be included in each plan would be prepared with regional projects and priorities drawn from the respective plans. This common element will be adopted by each MPO during the adoption of the local plan late this year.

Each MPO has initiated the update of its Long Range Transportation Plan to 2030. All plans are at approximately the same stage of development. Forecasts of future data have been completed. The existing roadway and transit systems have been identified along with programmed construction during the coming five years ("Committed Projects"). Local Goals, Objectives and Policies/Measures of Effectiveness have been developed and reviewed by local officials and the general public. Initial determinations of Transportation Needs are underway using the 2030 forecasts of travel demand. Available financial resources have also been projected for use in developing the required Cost Feasible Plan.

The Regional Long Range Transportation Plan (RLRTP) is also moving forward. Using the local goals and objectives, regional goals have been developed and objectives identified for each goal. The committee is now preparing Measures of Effectiveness for each Objective.

(Continued on page 2)

EXHIBITS ATTACHED:    N/A

REGIONAL LONG RANGE TRANSPORTATION PLAN COMMITTEE UPDATE

---

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The committee has also received a list of regional facilities from each county and the SFRTA to be combined and reviewed for compatibility. These facilities were identified by each MPO using common criteria such as:

- Crossing the county line,
- Inclusion on the Strategic Intermodal System,
- Connection to Tri Rail,
- Connection to airport/seaport,
- Provision of Premium Transit Service.

As this information is refined, it will be provided to the Planning Technical Advisory Committee (PTAC), which is addressing regional definitions and projects.

The committee has also discussed regional land use and transportation study needs for future planning activities. The South Florida Regional Planning Council (SFRPC) presented a draft of a study proposal and information on the use of land use and transportation models.

Near term activities of the committee include completion of the Goals, Objectives and Measures of Effectiveness (GOMs), review of each 2030 Needs Plan and identification of regional projects in those needs plans. As the process continues, the committee will review Cost Feasible Plans and regional projects leading to the common plan element and a list of priority projects.

REGIONAL LONG RANGE TRANSPORTATION PLAN COMMITTEE UPDATE

---

Agency:

for Michael Williams 5/10/04  
South Florida Regional  
Transportation Authority Date

Project Manager:

Jonathan Roberson 5/10/04  
Jonathan Roberson Date

Vice-Chair:

for Michael Williams 5/10/04  
Michael Williams Date



SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY  
PLANNING TECHNICAL ADVISORY COMMITTEE (PTAC)  
MEETING : MAY 19, 2004

INFORMATION ITEM REPORT

---

☒ Information Item

☐ Presentation

FLORIDA EAST COAST (FEC) RAILROAD ECONOMIC IMPACT ANALYSIS

SUMMARY EXPLANATION AND BACKGROUND:

The South Florida Regional Planning Council (SFRPC), working with the South Florida Forecasting Partnership, has acquired the REMI economic forecasting and policy-analysis model. Multi-year estimates of the comprehensive economic and demographic effects of regional initiatives are now available by the use of the REMI model. The SFRPC, in conjunction with the South Florida Regional Resource Center (SFRRC), is using the REMI model to study the proposed transportation initiative of introducing passenger transport on the Florida East Coast (FEC) Railroad.

TranSight™, a newly developed product, is going to be used as part of the REMI modeling. The software is in the process of being procured, and SFRPC staff is working with the product creators to customize the use for the FEC analysis. It is a tool for evaluating the total economic and operational effects of transportation projects and it links the outputs of the individual transportation models with the multi-region REMI model. Individual transportation models generate forecasts of travel-demand. The district offices of Florida Department of Transportation (FDOT) employ such models and are sharing their model results with the Council. SFRPC staff is working with SFRRC and FDOT staff to define the project details and collect the necessary data to run the model.

The financial aspects of the FEC Railroad improvement to the transportation infrastructure, such as expected construction costs, financing, and annual operation or maintenance costs, will be specified in TranSight™. TranSight™ will then calculate the indirect costs and benefits of the project, which include changes in safety, emissions, fuel cost, the value of time, and transportation costs. This information is integrated into the REMI model, which produces multi-year economic and demographic forecasts resulting from the transportation project. It results in an expanded output of forecasts, including reduced commuter costs and improved access to intermediate input to production, which leads to long-run household migration and industrial growth.

Mike O'Connell, the Project Manager for this study from the South Florida Regional Planning Council, will be providing an update on the project.

EXHIBIT ATTACHED:      Exhibit 1 – TranSight™

FEC ECONOMIC IMPACT ANALYSIS

---

Agency:

Carole A. Nikle5-10-04South Florida Regional Planning  
Council and South Florida  
Regional Resource Center

Date

Project Manager:

Mike O'Connell5/10/04

Mike O'Connell

Date

Vice-Chair:

for [Signature]5/10/04

Michael Williams

Date



Regional  
Economic  
Models,  
Inc.

306 Lincoln Ave  
Amherst, MA  
01002

## TranSight™

When it Comes to Transportation, it's the Economy

Regional Economic Models, Inc. introduces **TranSight**, the leading tool for evaluating the total economic effects of transportation improvements. **TranSight** is based on over 20 years of experience in modeling the economic effects of transportation. Major research and development efforts at REMI have resulted in the inclusion of "new economic geography" in a system that meaningfully describes how transportation improvements affect the competitive advantage of cities and regions. **TranSight** links transportation models to REMI's 53-Sector Economic and Demographic Forecasting System (EDFS-53) to answer such questions as:

- How many jobs are generated by a highway expansion?
- What is the total economic effect of all transportation projects in a state?
- Which would create more jobs, expanding a city's bus system or improving the city's roads?
- How do reductions in commuting cost affect industry competitiveness?

**TranSight** is fully customizable to the needs of individual clients. REMI works with each client to determine the parameters of their analysis, including input, output, and interface options. **TranSight** also generates custom reports in Microsoft Word format, automatically transferring tables and graphs to an editable document. This customization process results in a model that may be dramatically different from client to client, but ensures that every model has everything that the client needs and nothing that they don't.

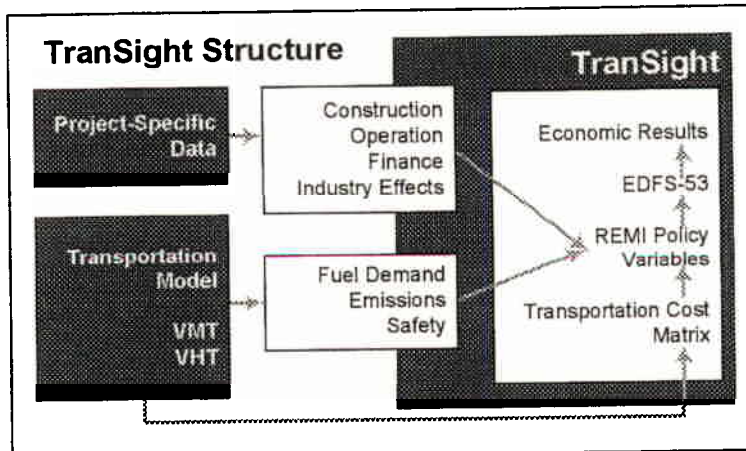
**REMI TranSight** provides an integrated system for comprehensive evaluation of transportation systems. This approach allows analysts to more fully describe the far-reaching economic and operational effects of transportation projects.

### TranSight considers the effects of:

- Vehicle Miles Traveled (VMT)
- Vehicle Hours Traveled (VHT)
- Emissions
- Safety
- Fuel Demand

### TranSight shows:

- Employment by Industry
- Output by Industry
- Wage Rates & Personal Income
- Population by Demographic Group
- Gross Regional Product



In REMI's more than 20 years of providing policy analysis, many of our clients have used our model to analyze the macro-economic effects of transportation improvements. These clients include:

- Los Angeles MTA
- Florida DOT
- Wisconsin DOT
- Houston-Galveston Area Council
- Cambridge Systematics, Inc.

Please see these articles for examples of transportation analyses performed with REMI Policy Insight (articles are available from REMI):

- Bumgardner, Jim, and Frederick Treyz. "Monopolistic Competition Estimates of Interregional Trade Flows in Services." *Regional Cohesion and Competition in the Age of Globalization*. Ed. Hirotada Kohno, Peter Nijkamp, and Jacques Poot. Northampton MA: Edward Elgar, 2000.
- Fan, Wei, and Frederick Treyz and George Treyz. "An Evolutionary New Economic Geography Model" *Journal of Regional Science* 40 (2000) 671-695.
- Treyz, Frederick, and Glen Weisbrod. "Productivity and Accessibility: Bridging Project-Specific and Macroeconomic Analyses of Transportation Investments." *Journal Of Transportation And Statistics* 1.3 (1998): 65-79.
- Treyz, George, Donald Vary, and Glen Weisbrod. *National Cooperative Highway Research Program Report 463: Economic Implications of Congestion*. Washington: National Academy Press, 2001

TEL 413-549-1169

FAX 413-549-1038

info@remi.com

www.remi.com